

HISTORY OF THE USS SEMINOLE

The USS SEMINOLE, built by the North Carolina Shipbuilding Company, was launched on 28 December 1944 at Wilmington, N.C. designed for the Maritime Commission as a standard C-2 cargo ship. SEMINOLE was converted by the Navy into an attack cargo ship (AKA). On 8 March 1945 the USS SEMINOLE hoisted her commissioning pennant at Charleston, S.C.

After shakedown training at Norfolk, the SEMINOLE passed through the Panama Canal and reported to Commander Amphibious Force, Pacific Fleet, in time to spend the last two months of World War II carrying troops and equipment among island bases in the Western Pacific. Following V-J Day, SEMINOLE made several trips to the Philippines and the first of many sailings to Korea. In late 1945 and early 1946 she operated with the Marines at Tsingtao, China, and then returned to her new home-port - San Diego, California.

In the summer of 1947, the ship made the first of five replenishment trips to the Arctic Circle port of Point Barrow, Alaska, and in January, 1949 hauled a load of military vehicles to the Government of the Republic of China in Taiwan.

SEMINOLE made a second run to Point Barrow that summer and then took part in Operation "MIKI", the largest amphibious exercise held since the war. After a third trip to Point Barrow, SEMINOLE in September 1950 sped to Korea to participate in the Inchon Invasion and during the next seven months transported military cargo, refugees, and prisoners of war between Japan and the embattled peninsula.

After a fourth and fifth Point Barrow run, the ship returned to post-armistic Korea to make six POW lifts in Operation "BIG SWITCH" during which she carried a total of 9800 prisoners.

Early in 1956 SEMINOLE was the setting of the Philippines documentary film, "Exodus", portraying the first flight from Viet Nam, and not too long afterwards, the ship "starred" in the Navy Log Television production "The Way of the Wrangell". Operations "BEACON HILL" and "TWIN PEAKS" preceded a 1959 journey to the Pribilof Islands to re-supply the islands and to return with a cargo of seal skins valued at more than seven million dollars.

Pacific Coast overhaul and exercises followed until SEMINOLE made its seventh and then eighth WESTPAC cruise in 1962. The ship sailed to Saigon, South Vietnam with Vietnamese art treasures which had been on display in the United States. In appreciation

the Vietnamese Secretary of State for National Education presented the ship with a beautiful Vietnamese painting.

Shortly after the Saigon visit, Commanding Officer, SEMINOLE commanded a task group that took the 3rd Marine Expeditionary Brigade out of Bangkok, Thailand.

Back in the States until late 1963, SEMINOLE left on a seven month cruise taking her to Hawaii, Yokosuka, Taiwan, Hong Kong, and to the Philippines for Operation "BACK PACK" and "LIGTAS".

Early in 1965 SEMINOLE made a three month trip to Okinawa and Japan. During the summer the ship underwent a variety of amphibious exercises in the San Diego area in preparation for her tenth WESTPAC cruise beginning in August. In addition to visiting Okinawa, the Philippines, Hong Kong, Taiwan, and Japan, SEMINOLE operated extensively in support of U.S. Forces in Vietnam. In November the ship participated in Operation "BLUE MARLIN", the first joint American-Vietnamese amphibious assault. After visiting Sasebo, Japan and another trip to Vietnam, SEMINOLE traveled to Yokosuka, Japan, Pearl Harbor, arriving in San Diego on 22 April 1966.

On 5 July 1966 SEMINOLE entered Bethlehem Steel Shipyard, San Pedro, California for a four and one-half month overhaul. In the yards improvements were made to the ship's hull, communications equipment, and ship's store, barber shop, and fountain were all enlarged and modernized. In July 1966 SEMINOLE became a member of the newly formed Amphibious Squadron NINE.

On 1 February 1967 SEMINOLE sailed for the Western Pacific once again. She steamed to Vietnam, making stops in Vang-Tau and Da Nang to offload cargo. Arriving at Yang-Po-Ri, Korea in March, SEMINOLE trained Korean Navy and Marine Corps personnel in amphibious warfare.

After trips to Sasebo, Japan and Subic Bay, Republic of the Philippines, the ship steamed toward the Republic of Vietnam.

During May, June, and July SEMINOLE was assigned to Amphibious Ready Group ALFA. During her tour of duty with the Ready Group, she took part in four combat amphibious operations, all in the vicinity of the Demilitarized Zone in the I Corps area of South Vietnam. These operations were named BEAU CHARGER, BEAR BITE, BEAR CLAW, and BEACON GUIDE. During these operations SEMINOLE's assault boats made dozens of transits of the Thach Han River, which winds seven and one half miles through the Vietnamese countryside to the U.S. Marine Corps Base at Dong Ha, delivering

tons of cargo under arduous conditions without damage, loss, or mishap.

After departing the Ready Group and the combat zone in late July, the ship visited Hong Kong and Sasebo for rest, recreation, and upkeep. SEMINOLE returned to San Diego on 16 September 1967.

In November and December 1967 SEMINOLE participated in Exercise "BLUE LOTUS", the largest First Fleet exercise in three years. This Navy-Marine Corps exercise provided training in anti-submarine, anti-air, and amphibious warfare.

After a brief week in Hawaii during January, 1968, SEMINOLE returned to San Diego for upkeep in February and March. During the latter part of April, the SEMINOLE participated in "BEAGLE LEASH", a highly successful Fleet Exercise involving closely knit coordination between marine and navy forces in a staged air, land, and sea assault.

On 1 August 1968 SEMINOLE departed San Diego on her twelfth WESTPAC cruise after completing underway amphibious training during the months of May and June. With a brief stopover in Pearl Harbor, she arrived in Okinawa late in August. Early in September she visited Da Nang, RVN, then after a one day stop in Chin Hae, Korea, spent five days in Yang-Po-Ri, Korea for the purpose of amphibious training of the republic of Korea Navy and Marine Corps personnel. 20-29 September SEMINOLE was in Sasebo, Japan for upkeep.

During the month of October, the USS SEMINOLE visited Keelung and Kao-hsiung, Taiwan and then returned to Taiwan again with other ships comprising Amphibious Ready Group BRAVO (CTG 76.5). Departing Taiwan late in October, Amphibious Ready Group BRAVO arrived in Vietnamese waters off the coast of Da Nang on the 30th of October.

During early November, SEMINOLE operated off the coast of Vietnam and on the 10th and 11th participated in Operation "DARING ENDEAVOR" - a successful combined helo-amphibious landing craft search and question operation. In mid-November the USS SEMINOLE visited Singapore afterwards crossing the Equator and then returned 26 November for operations off the Vietnamese coast during early December. With the other members of the Ready Group BRAVO, she traveled to Hong Kong for rest and relaxation from 8-11 December. Christmas 1968 was spent in Subic Bay, Philippines. Underway on the 27th with the Ready Group, we arrived in our operating areas on the 29th of December. The SEMINOLE changed its designation from AKA to LKA as of 1 January 1969. SEMINOLE, while in the Ready Group in January 1969, participated in Operation "BOLD MARINER", the largest amphibious

operation since the Korean war involving both Ready Groups beginning on 12 January.

Operation "Bold Mariner" concluded for SEMINOLE on 6 February when she offloaded Marine cargo in Da Nang and then proceeded on to Yokosuka, Japan for an upkeep period before returning to San Diego on 17 March 1969.

During the past three months SEMINOLE has been maintaining local operational commitments. In early July of this year, SEMINOLE visited Olympia, Washington for the "Capitol Laffair Festival" being held there.

HISTORY OF THE USS SEMINOLE (AKA-104)

On 8 March 1945 the USS SEMINOLE hoisted her commission pennant at Charleston, South Carolina. Designed as a standard C-2 cargo ship for the Maritime Commission, she was built by the North Carolina Shipbuilding Company at Wilmington, North Carolina, launched on 31 December 1944, and delivered to the Navy in February 1945, for conversion to an AKA (Attack Cargo Ship) at the Charleston Naval Shipyard.

After shakedown training at Norfolk, the SEMINOLE transited the Panama Canal in June 1945 and reported to COMPHIBPAC for duty. During the last two months of the war she transported troops and equipment between various island bases in the Western Pacific, including Eniwetok, Ulithi, Okinawa, Pelelieu, Tinian and Guam.

Following V-J DAY the SEMINOLE made several trips to the Philippines Islands, visiting Luzon, Leyte and Samar. In late September she made her first of many trips to Korea, calling at Inchon. Then during December 1945 and January 1946 she operated with the Marines at Tsingtao, China, returning to the United States and her new home port of San Diego in March 1946.

During the next three years the SEMINOLE spent considerable time conducting amphibious training exercises and troop redeployments on the west coast. In the summer of 1947 she made her first of five trips to Point Barrow, Alaska, for the annual resupply of that base.

In January 1949 the SEMINOLE made her first trans-Pacific trip since the end of World War II, transporting a cargo of military vehicles to the Chinese Nationalists on Formosa. Those who made the trip reported that heavy seas were encountered during the entire 21 day trip and the ship lost one boat, a boom, some deck gear, and sustained partial flooding of the shaft alley.

During the summer of 1949 the SEMINOLE made her second run to Point Barrow. On this trip she won the Point Barrow softball trophy for the first time. In the fall she proceeded to the Hawaiian Area and participated in Operation "HULL", the largest amphibious training exercise held since World War II.

The outbreak of hostilities in Korea in June 1950 found the SEMINOLE loading for her third trip to Point Barrow. After completing the trip, she resupplied at Bremerton and proceeded directly to the Far East, arriving just in time to participate in the Inchon Invasion of September 1950. During the next seven months she carried military cargo between Japan and Korea, assisted in the evacuation at Hungnam and ferried POW's to KOJE-DO. She returned to the United States in April 1951.

The SEMINOLE made her fourth and fifth Point Barrow resupply runs during the summers of 1951 and 1952. Then November 1952, the ship departed San Diego for her longest tour of duty in WESTPAC, during which

time she engaged in several troop redeployments and visited a number of Japanese ports. After the signing of the Korean Armistice in July 1953 the SEMINOLE made six POW lifts in Operation BIG SWITCH between Koje-Do and Inchon. She carried 900 prisoners, the largest number carried by any ship during this operation. Following this the SEMINOLE returned to San Diego after an eleven month cruise in the Far East.

In September 1954, the SEMINOLE sailed with PHIBRON 3 for her third WESTPAC tour. During the cruise the ship visited Hong Kong, Sasebo, Yokosuka and Hiroshima. In January 1955 she proceeded to Kobe for the redeployment of the Fourth Marine Regimental Landing Team to the Hawaiian Area. This lift was completed in late February after which the ship returned to Yokosuka. On 5 March the SEMINOLE sailed for Korea to load personnel and cargo of the First Marine Air Wing for redeployment to the Hawaiian area, returning to San Diego in April 1955.

On 29 August 1955 the SEMINOLE again sailed with Phibron 3 for her fourth WESTPAC tour visiting numerous ports. While in Saigon during the first days of 1956, the SEMINOLE was the setting for the Philippine made documentary film "Exodus" portraying the "Passage to Freedom" refugee lift. After participating in a landing exercise at Iwo Jima, the ship returned briefly to Japan and then sailed for the United States arriving in San Diego on 23 March 1956.

After a normal yard overhaul period in Seattle, the SEMINOLE participated in a amphibious operation in November and then deployed in February 1957 with PHIBRON 3 for a fifth tour to WESTPAC, her ports of call including Kobe, Kure, Nagasaki, Hong Kong and others. It was during March of 1957 that the SEMINOLE participated in Operation BEAUPRE at Wingalen Bay, Luzon. While at Chinhac, Korea in August of that year the ship demonstrated assault boat unloading and tactics for the ROK Marines.

Upon returning to the United States in September 1957, the SEMINOLE was transferred to PHIBRON 5. Shortly following this the ship was the setting for the Navy Log Production "The Way of the Wrangell".

During the first half of 1958 the SEMINOLE completed a two month yard overhaul in San Francisco, in addition to undergoing rigorous refresher training and amphibious operational training periods prior to deploying to WESTPAC with PHIBRON 5 on 12 June, for its sixth tour. During the cruise the ship visited Hokodate, Kobe, Sasebo, Yokosuka, Yokohama and Hong Kong. During September, the SEMINOLE participated in a combined landing exercise off Korea with the ROK Marines, and later made six trips from Japan to Formosa. She returned to San Diego 12 December 1958.

During the first half of 1959 the SEMINOLE took part in various PHIBRON training operations in conjunction with the U.S. Marines, and in April, made a three-week trip to Hawaii. In August, she made her sixth trip to the Alaskan area, on a re-supply run to the Pribilof Islands.

Later in the year the ship participated in operations "Twin Peaks" a 1st Marine Division landing exercise off Camp Pendleton, California.

During the months of January through April 1960 found the SEMINOLE in overhaul in San Diego. The overhaul was described by many as one of the best during her long service with the Navy. After completing refresher training and amphibious operational training the SEMINOLE participated in operation "Long Haul". This operation was conducted off San Clemente Island and was the landing of a Marine Air Group in which the SEMINOLE carried a large amount of its equipment.

On the 22nd of November she was underway for her seventh WESTPAC tour. During her six months in WESTPAC the SEMINOLE visited the ports of Okinawa, Sasebo, Nagoya, Yokosuka, and British Crown Colony of Hong Kong. The SEMINOLE returned to San Diego in July 1961. After completion of the leave and upkeep period, SEMINOLE participated in "Operation Sea Wall", an Army problem off San Juan Island, Washington, in September 1961.

During the months of October through December, SEMINOLE completed her interim yard overhaul in Portland, Oregon. Upon completion of her overhaul, she returned to San Diego, and during the period between January and June 1962 SEMINOLE underwent refresher training, amphibious refresher training and participated in Operations "FOT SNOW" and "PELICAN WALK".

On 11 June 1962 SEMINOLE departed for her eighth WESTPAC cruise. At Pearl Harbor she participated in Operation "FLYING DISK" with the 1st Marine Brigade. Following Pearl, SEMINOLE visited Saigon, South Viet Nam where she delivered the Vietnamese art treasures that had been on display in the United States. In appreciation for their return, the Vietnamese Secretary of State for National Education presented the SEMINOLE a beautiful Vietnamese painting which now hangs in the SEMINOLE Wardroom. Shortly after her Saigon visit, the SEMINOLE commanded a task group that took the 3rd Marine Expeditionary Brigade out of Bangkok, Thailand. Other ports that SEMINOLE has visited during her first 3 months in WESTPAC are, Subic Bay, Philippines; Naha and Buckner Bay, Okinawa; Sasebo, Japan; and Hong Kong, HCC. At the time of printing SEMINOLE is preparing to visit Yokosuka, Japan, and following that participate in Operation "LOVE EAGLE" with the 3rd Marine Division in Okinawa.

On 13 November the Seminole underwent a change of command when Captain Robert W. Clark, USN officially relieved Captain Lynn S. Orser, USN. Captain Clark's previous command was that of CO of the U.S. Navy's only officer candidate school which is in Newport, R.I. Nearly $\frac{1}{2}$ of the ship's officer's were commissioned in Newport during Captain Clark's tenure of command. During the month the Seminole also won the Coveted Communications Excellence Award.

In January of 1963 the ship began various phases of underway training. In March she departed for San Francisco where she remained until May 3 for her yard overhaul period.

After returning to San Diego, in May, the SEMINOLE started winning a number of awards which gained much publicity throughout the Navy. In June the ship was ComPhibPac's representative in all-Navy MEY AWARD CONTEST (best food). The next month the ship won the squadrons Personnel Excellence Award. In August the SEMINOLE became the first AKA ever to win the C6nPhibPac Merit Award (amphibious training). This was topped in September by the addition of the much sought after Assault Boat Award. Presently the ship is participating in operation Merit Badge off Camp Pendleton, California.

HISTORY OF USS SEMINOLE (AKA 104)

USS SEMINOLE's keel was laid on 7 November 1944 at the North Carolina Shipbuilding Company's yard at Wilmington, North Carolina. She was launched by the builders on 28 December 1944 as Maritime Commission hull 1703. She was commissioned on 8 March 1945, at the Navy Yard, Charleston, South Carolina. Lieutenant Commander E. L. Bothwell, USN, assistant to the Captain of the Yard placed her in commission and Commander J. H. Budd, USNR, assumed command.

USS SEMINOLE was named for a county in the state of Georgia, Florida and Oklahoma. These counties took their name from the Seminole Indian tribe that inhabit the south from Florida to Oklahoma.

USS SEMINOLE, an auxiliary cargo attack vessel, attached to the amphibious forces, is equipped for landing boats as well as for cargo. She has boat davits on each side amidships, and she can carry two LCM's on four of her five hatches. She can carry eight LCM's and eighteen LCVP landing craft.

One LCVP can be housed inside each LCM and one on each davit. This, along with the five-inch gun on her fantail and the several forty and twenty millimeter guns aboard her, gives her the ability to give a good account of herself in combat and makes her an attack cargo.

The ship is propelled by a single screw powered with General Electric turbines. All her winches are electric and her large booms can lift a medium tank.

Following a brief shakedown cruise and a post shakedown repair period at the Navy Yard, Charleston, South Carolina, USS SEMINOLE sailed from Norfolk, Virginia laden with a vital cargo destined for the Pacific Theatre. She sailed in company with USS MATHEWS, USS MANTA and USS QUILLBACK for the Panama Canal and then on to Pearl Harbor, T. H. She arrived on 30 April 1945, where all cargo was unloaded by 7 May.

After unloading, USS SEMINOLE loaded with "dummy" cargo and embarked Marine assault troops for landing rehearsals. She sailed from Pearl Harbor to Malaea Bay, Maui Island, T. H. where the rehearsals were held. Her boats were lowered and the "dummy" cargo was quickly unloaded as the Marines disembarked down cargo nets into the waiting boats. Mock attacks were made against the friendly beaches for several days. SEMINOLE then hoisted her boats and returned to Pearl Harbor.

The ship loaded her first cargo for combat troops and weighed anchor on 28 May 1945, for Eniwetok, Marshall Islands. She arrived there on 6 June and took on provisions and fuel, then got underway for the war-ravaged shores of Okinawa on 17 June. She paused at Ulithi, Caroline Islands long enough to complete loading cargo and then resumed her course, arriving at Okinawa on 14 July.

Steaming southward from Okinawa on 6 August, USS SEMINOLE dropped anchor at Ulithi, Caroline Islands on 10 August. After three days she sailed on to Peleliu, Palau Islands independently. Upon her arrival at Peleliu her well-trained cargo handling sailors "turned to" loading cargo destined for Tinian Island. She got underway for Tinian with her holds bulging with supplies for the occupation troops there, arriving on 30 August. She unloaded eighty-five per cent of her cargo and sailed for Guam on 1 September where she completed unloading.

On 4 September SEMINOLE started the long voyage from Guam to Iloilo, Panay, Philippine Islands. There she embarked occupation troops and loaded their equipment for Jinsen, Korea. She steamed from Iloilo on 18 September for Jinsen and arrived there on 25 September. On 1 October 1945 she sailed for Leyte, Philippine Islands arriving there on 6 October. After a brief stop there, she continued on to Lingayen Gulf and back to Leyte by 5 November.

On 1 December USS SEMINOLE got underway for Tsingtao, China where she arrived on 8 December. Departing Tsingtao on 3 February, she arrived at Guam on the 9th. While in Guam the welcome news of the long voyage home was received and on 12 February, USS SEMINOLE got underway for San Francisco, California. She arrived at Pearl Harbor on 26 February 1946 and entered San Francisco Bay on 2 March. She steamed to San Diego, arriving there on 7 April 1946 and returned to San Francisco on 26 July where she remained until 1 October 1946 for overhaul.

Arriving at San Diego again on 2 October, she made a series of coastal voyages along the coast of California until 3 March when she entered the harbor at Port Hueneme, California. Here she loaded cargo bound for Guam and sailed for that port on 11 March. She arrived at Guam on 28 March, unloaded her cargo and on 17 April started her return voyage to San Francisco.

With World War II over, and the occupation forces of the U. S. scattered all over the vast Pacific, the demands for cargo ships were still great. Thus USS SEMINOLE settled down to the dreary duty of training peacetime sailors in amphibious warfare and effecting the transfer of cargo from the West Coast to Japan proper.

With her arrival back in San Francisco, she was further routed to San Diego where she arrived on 10 May 1947. Several weeks were spent in cargo handling rehearsals off the beaches of Coronado, California and San Clemente Island. The ship then departed for Port Hueneme to load cargo for Point Barrow, Alaska.

This assignment extended every sailor to his utmost ability in seamanship and stamina. Only the year before had the first resupply expedition been attempted to this northern-most U. S. outpost. This expedition matched men and ships against ice, wind, time, and Arctic fog. The northern coast is completely uncharted; moreover, the shore line is ever-changing because of the glacier-like action of the Arctic ice pack working against the beach almost the year round.

At Point Barrow the Arctic Ocean remains a solid expanse of hard-packed ice throughout the year except for a short and uncertain period in midsummer. When, because of favorable winds and currents, the heavy ice pack recedes during that short period, it is possible for ships to dash through the ice to the northern stations.

Here the ships must be prepared to clear the area in a hurry if the pack moves in because of a change in prevailing winds. The ice is capable of locking a vessel tight in its grasp and crushing a ship's hull.

Arriving at Point Barrow on 7 August, after a quiet voyage, USS SEMINOLE commenced unloading her cargo at once. No piers could be built there because of ice floes and all cargo had to be unloaded from pontoon barges and landing craft of the LCM and LCVP types onto a steeply sloping beach. This operation was made even more dangerous by the fact that the water is so cold that to anyone falling overboard, the icy shock could mean almost instant death.

SEMINOLE sailed from Point Barrow enroute to Ice Cape to complete her unloading on 13 August and arrived the same day. Here she quickly lowered her landing boats and landed the remaining cargo. She sailed for San Diego on 15 August having left a complete load of vital supplies in Alaska in only seven days.

This rapid unloading was largely made possible by the long days of the Arctic region during their "Summer", as each day has about 23 hours of daylight. The remaining hour isn't very dark and the ship's crew can work around the clock without being hindered by darkness or "forced" to get a good night's sleep.

Departing Ice Cape on 15 August, SEMINOLE sailed for San Diego where she arrived on 24 August 1947. She remained in the San Diego, California area until 8 May 1948. On that date she

departed for Pearl Harbor for a yard overhaul. She arrived in Pearl Harbor on 15 May and departed 28 July for San Francisco, California where she arrived on 3 August. She sailed on down the coast on 12 August arriving at San Diego the following day.

SEMINOLE remained in the San Diego area holding maneuvers off San Clemente Island and Oceanside, California until 10 January 1949. On that date she departed for Bangor, Washington, arriving on 14 January. On 19 February 1949 she departed for Keelung Harbor, Formosa via the northern Great Circle route. Spending 24 days at sea, this voyage was highlighted by continuous heavy seas with swells reaching 70 feet from trough to crest. SEMINOLE, while weathering the storm, still suffered severe damage.

The packing around the drive shaft was beaten out early in the voyage and though pumps were immediately put into use, the water could not be pumped out as fast as it was coming in. To add to the captain's woes, someone left the hatch to the boat-swain's locker open and SEMINOLE immediately obliged by ducking under a giant ground swell. With all available pumps going to keep the stern afloat, she now had a "cargo" of seawater in her bow.

The unrelenting storm took no pains to relieve a worried crew and a few nights later the sailors in the second division were almost knocked from their bunks as something hit the starboard side of the ship aft. Rumors ran wild until the noise was investigated and many sighs of relief were breathed as the noise was found to be the starboard boat boom which had broken loose and was swinging freely against the side. As the sea was too rough to secure the boom, it had to be cut loose. SEMINOLE still wasn't through. Giving the crew barely enough time to return to their bunks, the hatchcover on number three hatch was torn loose by the driving winds. Again the crew was sent to their stations for a two hour wrestling match with 60 square feet of canvas.

On 14 March USS SEMINOLE arrived at Keelung Harbor and docked starboard side to the Nationalist China warehouse. As the wenchmen began tossing giant loads of cargo onto the dock, engineers worked frantically to pump the ship dry. By shifting ballast forward, the stern was raised high enough to repack the shaft. Then the ballast was shifted back to normal and the boat-swain locker was pumped dry. So it was, on 20 March, USS SEMINOLE departed Formosa for a quiet, calm voyage to Guam, where she arrived on 24 March.

At Guam, a marine battalion was loaded along with their equipment which included a few medium tanks. SEMINOLE departed Guam on 27 March and sailed for San Diego, California where she arrived on 13 April. The return voyage was as smooth as glass with ideal weather for a pleasant cruise, much to the relief of the crew.

After brief maneuvers in the San Diego area, SEMINOLE departed for Port Hueneme, California, where she arrived on 21 June. Here she loaded cargo for the Point Barrow Resupply Expedition once more. Sailing up the West Coast to San Francisco on 25 June, she topped off her fuel bunkers and on 30 June, departed for Seattle, Washington to await the breaking up of the ice in the Arctic region. She departed Seattle on 26 July and arrived at Point Lay, Alaska on 4 August. She remained there until 7 August when she sailed for Point Barrow to complete unloading. The ship was unloaded by 8 August and she departed on that day for Port Hueneme, California where she arrived on 18 August only to steam on down to San Diego. She arrived there the same day and remained until 12 September 1949 at which time she sailed for Olympia, Washington. Arriving there on the 16th she remained until the 19th of September when she departed for Tacoma, Washington arriving there the same day.

USS SEMINOLE departed Tacoma on 20 September 1949 for Korea and has operated between there and the west coast of the United States since. She is a unit of the Pacific Fleet Amphibious Force, active.

USS SEMINOLE (AKA 104) earned the China Service Medal from 7 December 1945 to 4 February 1946.

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STATISTICS

LENGTH	459 feet
BEAM	63 feet
SPEED	17 knots
DISPLACEMENT	6,820 tons

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Compiled: November 1951

ARRIVE	LOCATION	DEPART	1948	REMARKS
14 Oct	San Diego	1700Z	MRC SF 020453 Oct	MRC SF 032002Z Oct 48 See MT MCKINLEY
14 Oct	On Area	0300Z		
14 Oct	San Clemente	7 Oct	MRC SF 061742 Oct	SF 062135Z Oct
14 Oct	oparean			
14 Oct	Greenaside		SF 071727Z Oct	
14 Oct	Aliso Canyon		SF 092301 Oct 48.	
14 Oct	San Diego		SF 100356 Oct 48	SF 181557Z Oct 48
14 Oct	oparean social		SF 182103 Oct 48.	SF 220234 Oct
14 Oct				
14 Oct	San Diego 1949	1800Z	SF 221224 Oct 48.	SF 040932Z Jan 49
14 Oct		10 Jan		
14 Oct				
14 Oct	Emergor Was	1730Z	Corr by SF 120737Z Jan 49	SF 150422 Jan 49
14 Oct	diverted from	19 Feb	cor eta GUAM 070625 Mar	SF 190122 Feb 49
14 Oct	4240N 17840E to			
14 Oct	KENZUNG	2030Z	GUAM 070335 Mar 49	GUAM 191753Z Mar
14 Oct		20 Mar	GUAM 140000 Mar 49.	
14 Oct				
14 Oct	Guam		CINCACFLT COMF 070712 Mar 49	
14 Oct			GUAM 241305 Mar 49	
14 Oct		0300Z		
14 Oct		0723 Mar	GUAM 282231 Mar 49.	
14 Oct		18 Mar	SF 171737 Apr 49	SF 152332Z May 48.
14 Oct	San Diego			
14 Oct				